

# **Provide Scour Mitigation for Tesla Wash Bridge on SR-86 & Z-Drain Bridge on SR-111**

IMPERIAL COUNTY, CALIFORNIA  
DISTRICT 11 – IMP 86 & 111, PM: 60.5 & 44.7  
EA:289600 / PI:1100000356

## **Initial Study with Mitigated Negative Declaration**



**Prepared by the  
State of California Department of Transportation**

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project are being, or has been, carried-out by The Department under its assumption of responsibility pursuant to 23 U.S.C. 327.



**Caltrans**  
May 2011



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SCH: 2011011032  
11-IMP-86 & 111, PM: 60.5 & 44.7  
EA: 289600 / Project ID: 1100000356

Provide scour mitigation for Tesla Wash Bridge on SR-86 and Z-Drain Bridge on SR-111  
In Imperial County  
At PM: 60.5 & 44.7

**INITIAL STUDY with Proposed Mitigated Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code  
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA  
Department of Transportation

1/12/11

Date of Approval

Bruce April

Bruce April  
Deputy District Director - Environmental  
California Department of Transportation  
District 11



## **MITIGATED NEGATIVE DECLARATION**

Pursuant to: Division 13, Public Resources Code

### **Project Description**

#### **Tesla Wash Bridge (SR-86 PM 60.5)**

The project proposes to:

- Place concreted rock lining in the channel bed underneath the Tesla Wash northbound bridge (58-0050R). The rock-lined channel or concreted rock slope protection (RSP) extends 20 ft upstream to 20 ft downstream of the State Route 86 (SR-86) bridge and is proposed to be three feet in depth with the top of the rock-lining matching the existing ground elevation.

#### **Z-Drain Bridge (SR-111 PM 44.7)**

The project proposes to:

- Install a check dam 30 ft away from the downstream edge of deck of the Z-Drain Bridge (58-0153) with rock slope protection.
- Re-grade the existing channel under the Z-Drain Bridge to give the bent piles enough embedment to resist local scour conditions with fill material. Re-graded channel will begin a few feet upstream of the upstream edge of deck and end a few feet past the downstream edge.
- Place filter fabric and ¼ ton rip rap under the bridge between and around bents 2 and 3 on top of the re-graded area.
- Backfill with material to the design elevation and taper the backfill up-to/near the state right-of-way limit on the east side of the bridge.
- Fill material to consist of river gravel or other material coordinated with the Imperial Irrigation District.
- The bridge approach rail (or transition sections) that connects to the bridge rail and the end treatment do not meet current standards, and will be upgraded as part of the

proposed project. The bridge rail may require an anchor, which will attach it to the new standard transition rail.

### **Determination**

The Department has prepared an Initial Study for this project, and following public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

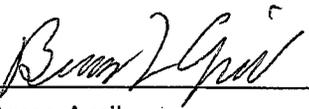
The project will have no effect on Farmland/Timberland, Environmental Justice, Relocations, Hydrology and Floodplain, Geology / Soils / Seismic / Topography, Paleontology, Cultural Resources, Land use, Growth, Community Character and Cohesion, Utilities/Emergency Services, Water Quality, Hazardous Waste, Noise, Climate Change, Coastal Zone and Air Quality.

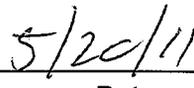
In addition, the project will have no significant effect on Plant Species, Natural Communities, Invasive Species, Threatened and Endangered Species, or Cumulative Impacts.

The proposed project will have no significant effect on Wetlands, and Other Waters, or Animal Species, because the following mitigation measures will reduce the potential effects to insignificance:

- At Z-Drain, sediment controls will be implemented to minimize indirect effects to the desert pupfish.
- The check dam installation at Z-Drain will occur between November 1 and February 14, which is outside of the desert pupfish breeding season.
- At Tesla Wash, disturbed habitat within Caltrans right-of-way will be impacted. Desert wash and desert scrub habitat occurring outside Caltrans right-of-way will be avoided and will be designated as environmentally Sensitive Areas (ESA) on the project plans.
- The check dam installation at Z-Drain will occur between November 1 and February 14, which is outside of the nesting season for the Yuma Clapper rail.
- All riparian and wetland areas outside of the project limits shall be designated as ESAs on the project plans.
- Caltrans biologists will monitor both locations within one week of start of construction. If active burrows or other sensitive habitat is observed, it will be designated as an ESA and temporarily fenced, if practical.
- No work shall occur within 100 feet of any active burrow.

- If merlin (*Falco columbarius*) are observed nesting or roosting, all trees providing potential nesting and roosting habitat will be designated as an ESA and temporarily fenced.
- No work shall occur within 100 feet of any active nest until the young have fledged.
- There is no tree removal as a result of the project.
- Best Management Practices (BMPs) will be incorporated into the project to prevent the spread of invasive species.

  
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Bruce April  
Deputy District Director Environmental  
California Department of Transportation  
District 11

  
\_\_\_\_\_  
Date



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# Chapter 1 Proposed Project

## 1.1 INTRODUCTION

The California Department of Transportation (Caltrans) proposes to mitigate bridge scour at the Tesla Wash (northbound) Bridge located on State Route 86 (SR-86) and the Z-Drain Bridge located on State Route 111 (SR-111). Bridge scour, the erosion or removal of the streambed or bank material surrounding the foundations of bridge piers, has been identified as the leading cause of failures of our state's bridges. The project is located on SR-86 at PM: 60.5 & on SR-111 at PM: 44.7. Caltrans is the lead agency under CEQA. Figure 1 shows the location of proposed project.

SR-86 is a four-lane expressway throughout the project area. It begins at SR-111 north of Calexico and terminates at Interstate 10 (I-10) in Indio. SR-86 is designated as a terminal access route to the National Network for Surface Transportation Assistance Act (STAA) for trucks. The primary purpose of SR-86 is to provide north-south access for interregional, intraregional, and international travel. SR-86 is the primary north-south route for interregional travel throughout Imperial County and the eastern Coachella Valley portion of Riverside County. SR-86 provides for intraregional travel between the Imperial and eastern Coachella Valley regions, and provides for intercity travel between several of the region's largest cities: Mexicali, Calexico, El Centro, Brawley, and Indio.

SR-111 is a conventional highway throughout the project area. It begins at the US Border in Calexico and terminates at I-10 west of White Water. SR-111 is designated as a terminal access route to the National Network for Surface Transportation Assistance Act (STAA) for trucks. SR-111 serves traffic to and from Mexico via the international Port of Entry (POE) at Calexico. SR-111 is also a major intercity connector in the Imperial County, and serves as an urban arterial in some cities in Imperial County.

The purpose of the project is to correct and repair scour at two bridges. One on SR-86 and another on SR-111. Scour is caused by fast flowing water that contains abrasives that erode the bottom of waterways. If left unchecked, the supporting material beneath the bridge footing will erode and cause the bridge to collapse under its own weight.

Bridge preservation is a high priority and scour mitigation will effectively extend the life of the bridges. The current status for both bridges is scour critical, meaning that engineering analysis indicates that in a significant hydraulic event, such as a 100 year flood, there is a probability that the bridge could sustain scour to its foundations that could cause loss of service of the bridge. Under typical stream-flow conditions, however, the bridges will not be vulnerable.

The estimated total cost of the project is approximately \$5 million. The project is being funded through the Bridge Scour Mitigation Program (HA21) which is a part of the State Highway Operations and Protection Program (SHOPP).

## **1.2 PROJECT DESCRIPTION**

The project is located on SR-86 at the Tesla Wash Bridge and SR-111 at the Z-drain Bridge in Imperial County. The project will repair areas around the bridge footings and abutments where scour has occurred. Work will consist of lining the waterway with concrete at Tesla Wash to protect footings and abutments, and installing a check dam at Z-Drain to replace sediment that has washed away. Information on the proposed work at each location is detailed below. Figure 1 shows the project location.

### **Build Alternative (Preferred):**

#### **Tesla Wash Bridge (SR-86 PM 60.5)**

The project proposes to:

- Place concrete rock lining in the channel bed underneath the Tesla Wash northbound bridge (58-0050R). The rock-lined channel or concreted rock slope protection (RSP) extends 20 ft upstream to 20 ft downstream of the Tesla Wash Bridge and is proposed to be three feet in depth with the top of the rock-lining to match the existing ground elevation. Figures 2 and 3 show the current bridge condition and the proposed work.

A bridge replacement alternative was considered for the Tesla Wash Bridge, but was dropped at the preliminary design phase because it was determined not to be necessary.

### **Z-Drain Bridge Bridge (SR-111 PM 44.7)**

The project proposes to:

- Install a check dam 30 ft away from the downstream edge of the deck of the Z-Drain Bridge (58-0153) with rock slope protection.
- Add fill and regrade, under Z-Drain to give the bent piles enough embedment to resist scour conditions. The re-graded channel will begin a few feet upstream of the upstream edge of deck and end a few feet past the downstream edge.
- Place filter fabric and ¼ ton rip rap under the bridge between and around bents 2 and 3 on top of the re-graded area.
- Backfill with material to the design elevation and taper the backfill up-to/near the State R/W limit on the east side of the bridge.
- Fill material will consist of river gravel or other material coordinated with the Imperial Irrigation District.
- The bridge approach rail (or transition sections) that connect to the bridge rail and the end treatment do not meet current standards, and will be upgraded as part of the proposed project. Depending on construction, the bridge rail may require an anchor which will attach it to the new standard transition rail.

Figures 2 and 4 show the current bridge conditions and the proposed work.

A bridge replacement alternative was considered for the Z-Drain Bridge, but was dropped at the preliminary design phase because it did not meet the project cost, scope and schedule.

### **No-Build Alternative:**

#### **SR-86 & SR-111**

Under the no-build alternative, scour damage will continue at both the Tesla Wash and Z-Drain bridges and will eventually cause safety concerns regarding the stability of the structures.

### 1.3 Permits and Approvals Needed

The following permits, reviews, and approvals will be required for project construction:

<b>Agency</b>	<b>Permit/Approval</b>	<b>Status</b>
United States Army Corps of Engineers	Section 404 Permit for filling or dredging waters of the United States	Pending
Regional Water Quality Control Board	Section 401 Water Quality Certification	Pending
California Department of Fish and Game	1602 Agreement for Streambed Alteration	Pending

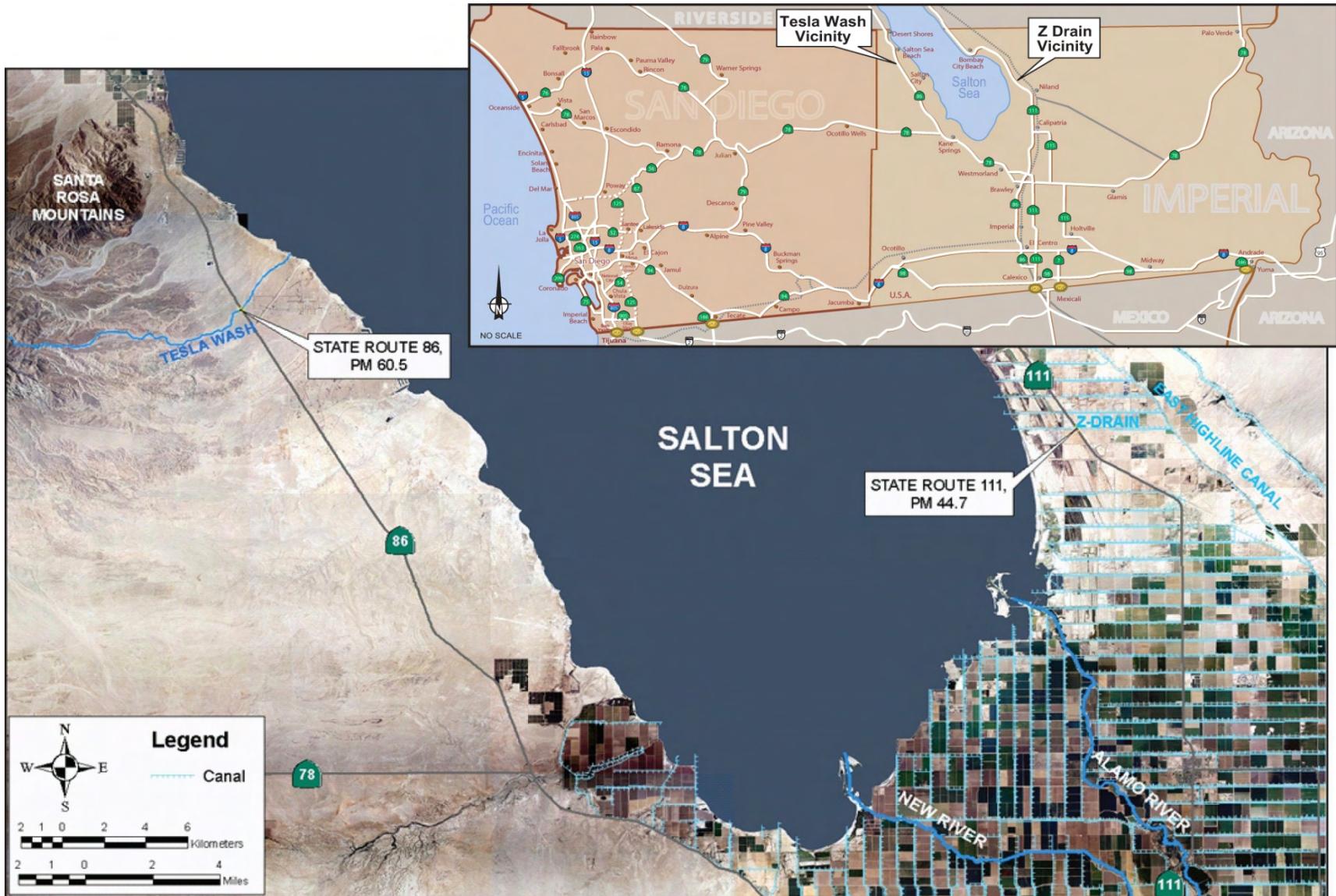


Figure 1: Project Location / Vicinity





State Route 86 Tesla Wash Bridge (above)



State Route 111 Z-Drain Bridge



Figure 2: Photos of Bridge Scour at SR-86 (Tesla Wash) and SR-111 (Z-Drain)



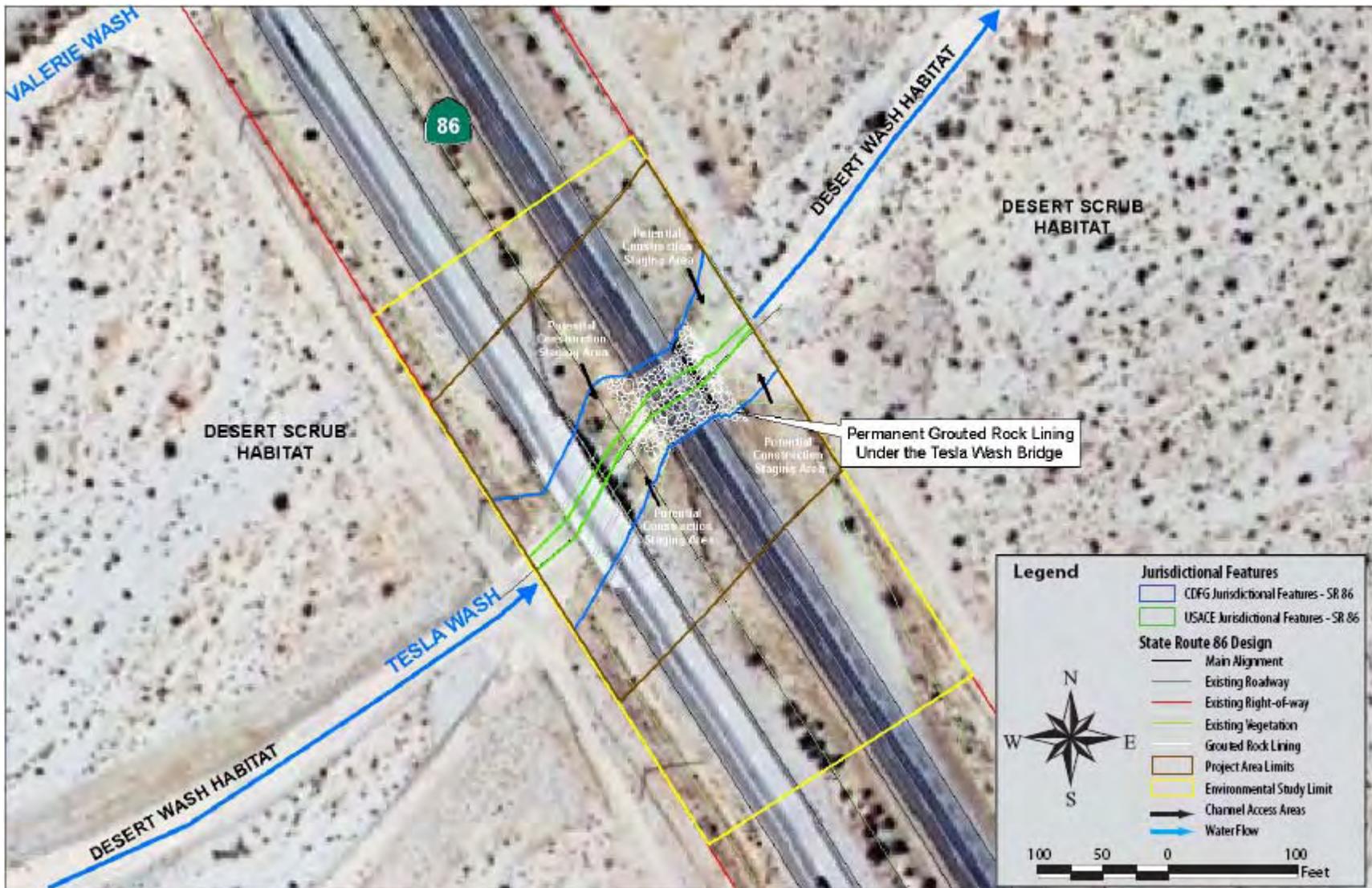


Figure 3: Tesla Wash (SR-86) proposed work



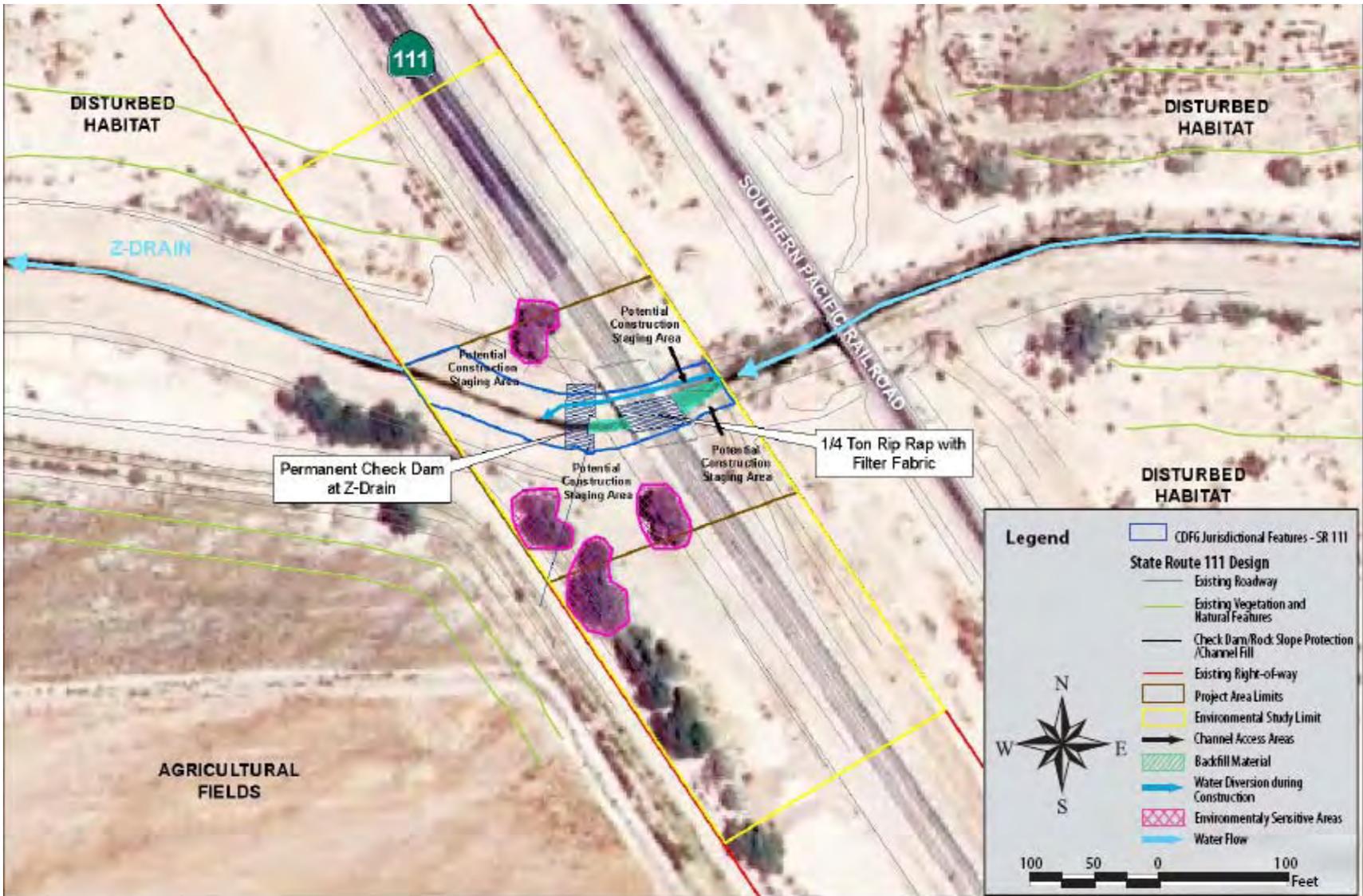


Figure 4: Z-Drain (SR-111) proposed work



## **Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures**

This chapter explains the impacts the project will have on the human, physical, and biological environments in the project area. It describes the existing environment that could be effected by the project and potential impacts.

### **RESOURCES WITHOUT IMPACTS**

As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document.

**Air Quality** – This project is a “safety improvement program” project, which makes it exempt from all emissions analyses per Title 40 CFR Section 93.126, Table 2. The project will not cause or contribute to new localized CO, PM2.5, PM10, or MSAT violations nor increase the frequency or severity of any existing exceedances.

**Land Use** – No land use impacts are anticipated as part of the project.

**Growth** – The project has no impacts on accessibility, and is located in a rural area; therefore the proposed project will have no influence on growth.

**Farmlands/Timberlands** – The proposed project will not impact any farmlands or timberlands.

**Relocations** – The proposed project will not require relocations.

**Hydrology/Floodplain** – At the Tesla Wash location, there is no significant increase in water surface between the existing Federal Emergency Management Agency model and the proposed work. There is no threat of flooding from the proposed work at the Tesla Wash location. At the Z-Drain location the addition of the check dam and the long term effects due to this check dam were determined not to cause bank overtopping from a 100-year flood event.

**Geology/Soils/Seismic/Topography** – Impacts from geologic hazards are not expected.

**Environmental Justice** – The proposed project will not result in disproportionately high adverse effects on the health or environment of minority or low-income populations.

**Cumulative Impacts** – There are no cumulative impacts from the proposed project.

**Community Character and Cohesion** – A Caltrans’ Community Impact Specialist analyzed potential community impacts resulting from the proposed project and the following conclusion was made: the proposed project will not create impacts to adjacent communities.

**Visual** – There are no visual impacts from the proposed project.

**Noise** – There are no noise impacts associated with the proposed project.

**Water Quality and Storm Water Runoff** – A Storm Water Data Report will be prepared, and treatment Best Management Practices (BMPs) will be used to limit any impacts to water quality.

**Climate Change** – The proposed project will not have any impacts on Climate Change.

**Plant Species** – The proposed project will not have any impacts to plant species.

**Coastal Zone** – The proposed project does not lie within the coastal zone.

**Paleontology** – Grading and excavation activities associated with this project are minimal and will not impact paleontological resources.

# Human Environment

## 1.1 Cultural Resources

### Regulatory Language

“Cultural resources” as used in this document refers to all historical and archaeological resources, regardless of significance.

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires the Department to inventory state-owned structures in its rights-of-way.

### Affected Environment

A cultural resource study was performed in March 2009. The project area limits (PAL) for the Tesla Wash Bridge and the Z-Drain Bridge are both highly disturbed due to the previous construction activities. No cultural resources were observed within the proposed project PAL.

### Environmental Consequences

#### Build Alternative:

The build alternative is designed to stay within the current state right-of-way, which is considered disturbed. No cultural resources or human remains will be affected by the build alternative.

#### No-Build Alternative:

The no-build alternative will have no impact to cultural resources.

### Avoidance, Minimization, and/or Mitigation Measures

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner will be contacted. Pursuant to Public Resources Code

Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact a District Cultural Resource Specialist so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

## **Biological Resources**

A Natural Environment Study (NES) was prepared for the proposed project in November 2010, and is incorporated by reference.

### **2.1 Natural Communities**

#### Regulatory Language

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species.

Natural communities of special concern are those that are subject to regulation under the Clean Water Act as administered by the United States Army Corps of Engineers (USACE); are considered rare within the region or sensitive by the California Department of Fish and Game (CDFG); or support special status plants or animals protected under the federal endangered species act or California endangered species act.

#### Affected Environment

Habitat in the median and immediately adjacent to SR-86 (Tesla Wash) is disturbed, with sparse desert wash and desert scrub vegetation, including, creosote bush (*Larrea tridentata*), brittlebush (*Encelia farinosa*), and palo verde (*Cercidium floridum*). More extensive desert wash and desert scrub habitat occurs adjacent to SR-86 outside of Caltrans right-of-way. Tesla Wash, which has sparse desert scrub vegetation, crosses under SR-86 (Figure 3). No animals were observed within the SR-86 project area during field surveys.

Habitat immediately adjacent to SR-111(Z-Drain) consists mainly of disturbed habitat with bare ground and non-native vegetation, including athel tamarisk (*Tamarix aphylla*), common reed (*Phragmites australis*), and barnyard grass (*Echinochloa* spp.), (Figure 4). There is sparse desert wash vegetation within the Z-Drain channel and along the banks, including, sea purslane (*Sesuvium verrucosum*), arrow weed (*Pleuchea sericea*), catclaw acacia (*Acacia greggii*), and

Mojave seablite (*Suaeda moquinii*). At SR-111, northern rough wing swallows (*Stelgidopteryx serripennis*) have been observed nesting under the Z-Drain Bridge. During desert pupfish surveys, a muskrat (*Ondatra zibethicus*) and a spiny softshell turtle (*Apalone spinifera*) were detected within the drainage. Other animals observed during field surveys, were California quail (*Callipepla californica*), red winged blackbird (*Agelaius phoeniceus*), and greater roadrunner (*Geococcyx californianus*).

### Environmental Consequences

Build Alternative:

#### **Desert Scrub**

At Telsa Wash, desert scrub occurs outside Caltrans right-of-way. Since it is located outside the environmental footprint, it will be avoided during construction and will be designated as an environmentally sensitive area (ESA).

#### **Desert Wash**

Desert wash occurs within Tesla Wash at SR-86. Tesla Wash is classified as jurisdictional waters of the U.S. by the USACE and as jurisdictional waters of the State by CDFG. It consists of a defined bed and bank that either lacks vegetation or is sparsely vegetated with upland desert scrub. Desert wash habitat outside the environmental footprint will be avoided during construction and will be designated as an ESA. The installation of the grouted rock lining at SR-86 will result in permanent impacts to 0.04 acre of USACE jurisdictional and 0.13 acre of CDFG jurisdictional desert wash habitat. Channel access, construction staging areas, and construction equipment access areas will result in temporary impacts to 0.03 acre of USACE jurisdictional and 0.33 acre of CDFG jurisdictional desert wash habitat.

Z-Drain (SR-111), is an agricultural irrigation channel with sparse desert wash vegetation. Z-Drain is not considered jurisdictional waters of the U.S. because it was created and is regularly maintained by the Imperial Irrigation District (IID), but it is deemed jurisdictional waters of the State by CDFG because it does provide limited habitat value. The installation of the check dam, ¼ ton rip rap with filter fabric, and backfill at SR-111 will result in permanent impacts to 0.06 acre of CDFG jurisdictional area. Channel access, construction staging areas, and construction equipment access areas will result in temporary impacts to 0.23 acre of CDFG jurisdictional area.

## **2.2 Wetlands and Other Waters**

### Regulatory Language

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Clean Water Act (33 USC 1344) is the primary law regulating wetlands and surface waters. The Clean Water Act regulates the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the Clean Water Act, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

Section 404 of the Clean Water Act establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters will be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the Environmental Protection Agency (EPA).

The Executive Order for the Protection of Wetlands (E.O. 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this executive order states that a federal agency, such as the Federal Highway Administration, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the California Department of Fish and Game (CDFG), the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCB). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFG before beginning

construction. If CDFG determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFG jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFG.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The RWQCB also issues water quality certifications in compliance with Section 401 of the Clean Water Act. Please see the Water Quality section for additional details.

### Affected Environment

Tesla Wash at SR-86 is classified as jurisdictional waters of the U.S. and jurisdictional waters of the State, and consists of a defined bed and bank that either lacks vegetation or is sparsely vegetated with upland desert scrub vegetation. The work at SR-86 will require a Section 404, Nationwide Permit 3 (Maintenance) and Nationwide Permit 33 (Temporary Construction, Access and Dewatering) for impacting jurisdictional waters of the United States regulated by the USACE; a 401 Certification from the Regional Water Quality Control Board; and a California Fish and Game Code 1602 Lake and Streambed Alteration Agreement for impacting habitat regulated by the CDFG.

Z-Drain at SR-111 is not considered jurisdictional wetlands by the USACE because it was created and is regularly maintained by the IID to carry water from the agricultural fields to the Salton Sea, but it is deemed jurisdictional waters of the State by CDFG because it does provide limited habitat value. The work at SR-111 will require a California Fish and Game Code 1602 Lake and Streambed Alteration Agreement for impacting habitat regulated by the CDFG.

### Environmental Consequences

The following table is a summary of temporary and permanent impacts to the waters of the U.S. and waters of the State as a result of the project alternatives.

**Table 1: Potential Impacts to Waters of the U.S. and Waters of the State as a Result of the Project Alternatives.**

Project Alternative	Waters of the U.S. (USACE)		Waters of the State CDFG	
	Permanent	Temporary	Permanent	Temporary
State Route 86, Telsa Wash	0.04	0.03	0.13	0.33
State Route 111, Z-Drain	--*	--*	0.06	0.23

\*No impacts to waters of the U.S. at State Route 111, irrigation drainage was artificially created from uplands.

Avoidance, Minimization, and/or Mitigation Measures

- Temporary streambed impacts will be restored to pre-construction conditions once the project is over.

**2.3 Animal Species**

Affected Environment

The analysis of project impacts on listed species includes the permanent impacts of the channel lining with grouted rock at SR-86 (Figure 3) and the check dam, ¼ ton rip rap with filter fabric, and backfill installation at SR-111 (Figure 4), and temporary impacts such as channel access, construction staging areas, and construction equipment access areas at each location. Because the impacts are minor and of short duration, indirect impacts should be minimal. The biological resource data for the environmental footprint was obtained through field efforts from 2007 to 2009, the United States Fish and Wildlife Service (USFWS) species list, the California Natural Diversity Database (CNDDDB), and coordination with resource agencies, such as the CDFG. The following species were either observed historically within one mile of the project areas or had the potential to be in the area based on habitat observed at each location.

**Desert Pupfish (*Cyprinodon macularius*)**

The desert pupfish is a federally endangered species and state endangered species. In Imperial County, the species is restricted to the Salton Sea, the San Felipe Creek and its tributaries, and a few shoreline pools and irrigation drains along the Salton Sea. Desert pupfish are adapted to harsh desert environments and are capable of surviving extreme environmental conditions, including high water temperatures and salinity levels.

**Flat-tailed Horned Lizard (*Phrynosoma mcallii*)**

The flat-tailed horned lizard (FTHL) is a sensitive species listed by the Bureau of Land Management (BLM) due to its limited range and loss of habitat caused by development. FTHLs are most often associated with creosote (*Larrea tridentata*)-white bursage (*Ambrosia dumosa*) series of Sonoran desert scrub. Fine sand for burrowing to avoid extreme temperatures, and

shade provided by the desert scrub vegetation, are both necessary for the FTHL. Of equal importance is a good supply of ants, which makes up the FTHL's primary diet.

### **Yuma Clapper Rail (*Rallus longirostris yumanensis*)**

The Yuma clapper rail is a federally endangered species and state threatened species and is protected under the Migratory Bird Treaty Act. It breeds in marsh habitat along the Colorado River and around the southeastern portion of the Salton Sea and probably winters in salt or brackish waters in Mexico. Its primary habitat is mature cattail (*Typha* spp.)-tule (*Scirpus* spp.) stands in shallow water near high ground.

### **Burrowing Owl (*Athene cunicularia*)**

The burrowing owl is a state listed species of concern and is protected under the Migratory Bird Treaty Act. It is a subterranean nester, using burrows created by burrowing mammals, and may also use man-made structures such as culverts. Burrowing owls forage in dry annual or perennial grasslands with low-growing vegetation and will often forage in agricultural fields in developed areas.

### **Merlin (*Falco columbarius*)**

The merlin is a state listed species of concern and is protected under the Migratory Bird Treaty Act. It requires clumps of trees or windbreaks for nesting in open country and can be found at the edges of deserts and grasslands.

## Environmental Consequences

### Build Alternative

Desert pupfish were observed in 2005 at the mouth of the Salton Sea leading into Z-Drain, approximately 1.68 miles west of the SR-111 environmental footprint. On April 28, Caltrans and a CDFG Biologist conducted a desert pupfish survey in Z-Drain downstream of SR-111 to Davis Road. Ten traps were baited and set for two hours. No fish were detected in any of the traps. No designated critical habitat for desert pupfish is found within the project area of Tesla Wash or Z-Drain (USFWS 1986).

Desert scrub habitat occurs adjacent to the Tesla Wash and the SR-86 environmental footprint. However, no FTHL were observed within the environmental footprint during surveys and the nearest historical record on the CNDDDB was approximately 3.1 miles from the project location at the Ocotillo Wells State Vehicular Recreation Area. The project also does not occur within a FTHL Management Area or Research Area (FTHL Interagency Coordinating Committee 2003). Project impacts to FTHL are not anticipated.

An active burrowing owl burrow was documented in 2007 within 0.13 mile southeast of the environmental footprint for the SR-111 (Z-Drain). No active burrows or burrowing owls were observed during field surveys of the environmental footprint.

Yuma clapper rail have historically been observed approximately 3 miles west of the SR-111 (Z-Drain) environmental footprint within the Wister Waterfowl Management Area, along the southeast shore of the Salton Sea. During field surveys, no Yuma clapper rail were identified within the environmental footprint. No designated critical habitat for Yuma clapper rail is found within the project area of Tesla Wash or Z-Drain. Sparse desert wash vegetation occurs within the Z-Drain channel, but mature stands of cattail and tule were not identified in the environmental footprint.

A merlin was observed in tamarisk woodland habitat in 2007 within 0.34 mile of the environmental footprint for SR-111(Z-Drain). Mature athel tamarisk (*Tamarix aphylla*), which could provide roosting or nesting habitat, were found north and south of the Z-Drain channel within and adjacent to the environmental footprint for SR-111(Z-Drain).

#### No Build Alternative

The No Build Alternative will not have permanent or temporary impacts to animal species within the project limits

#### Avoidance, Minimization, and/or Mitigation Measures

As a result of implementing the below avoidance and minimization measures, impacts to desert pupfish, Yuma clapper rail, burrowing owls, or Merlins are not anticipated.

- At SR-111(Z-Drain), sediment controls will be implemented to minimize indirect effects to the desert pupfish.
- The check dam installation at SR-111(Z-Drain) will occur between November 1 and February 14, which is outside of the desert pupfish breeding season.
- The check dam installation at SR-111(Z-Drain) will occur between November 1 and February 14, which is outside of the nesting season for the Yuma Clapper rail.
- At SR-86 (Tesla Wash), disturbed habitat within Caltrans right-of-way will be impacted. Desert wash and desert scrub habitat occurring outside Caltrans right-of-way will be avoided and will be designated as ESAs on the project plans.
- All riparian and wetland areas outside of the project limits (for Tesla Wash and Z-Drain) shall be designated as ESAs on the project plans.
- Caltrans biologists will monitor both locations within one week of start of construction. If active burrows or other sensitive habitat is observed, it will be designated as an ESA and temporarily fenced, if practical.
- No work shall occur within 100 feet of any active burrow.

- If merlin are observed nesting or roosting, all trees providing potential nesting and roosting habitat will be designated as an ESA and temporarily fenced, if practical.
- No work shall occur within 100 feet of any active nest until the young have fledged.
- There is no tree removal as a result of the project.
- Best Management Practices (BMPs) will be incorporated into the project to prevent the spread of invasive species.

### California Endangered Species Act Consultation Summary

The state endangered desert pupfish and state threatened Yuma clapper rail have been observed historically near the SR-111 Z-Drain Bridge, but none were observed during field surveys. Desert pupfish were not observed during protocol desert pupfish surveys conducted by Caltrans and CDFG. Caltrans has also corresponded with CDFG during the planning phase to discuss potential avoidance and minimization measures to implement during construction. The avoidance and minimization measures implemented during the project should prevent impacts from occurring to desert pupfish and Yuma clapper rail. If project plans change, which may result in potential effects to state listed species; if state listed species are detected at either location before or during construction; or if additional information on the distribution of listed species becomes available that results in potential effects as a result of construction at either location, Caltrans will initiate Section 2080.1 Consistency Determination consultation with CDFG while undergoing the federal consultation process. Appendix A contains the California Natural Diversity Database Species List.

## **Construction Impacts**

### **2.4 Utilities**

At the Z-Drain Bridge an oil line exists along the east side of the bridge outside of state right-of-way (R/W) that is owned by Kinder Morgan Energy. The proposed project will avoid the oil line which is partially visible going across the Z-Drain, making it helpful to locate and avoid.

The temporary check dam or diversion pipes that will be used as part of the project, located on the east side of the bridge, within State R/W, will be kept over 10 ft away from the high risk oil line.

Additional utilities exist within the project footprint, including underground phone cables that will be protected in place during construction.

## **2.5 Community Related Construction Impacts**

The potential community impacts anticipated from the proposed project are construction-related. On SR-86 at Tesla Wash, temporary single lane closures will occur during construction. The construction schedule will be designed around any special events and/or seasonal crowds. Coordination with local jurisdictions will take place to implement the best public outreach methods to inform the public of upcoming lane closures and/or detours.

## **2.6 Invasive Species**

The habitat occurring within both project areas is infested with invasive plant species, including athel tamarisk and barnyard grass at Z-Drain (SR-111), many of which occur because they colonized following previous site disturbances. The project will comply with the requirements of Executive Order 13112, which seeks to prevent the introduction and spread of invasive species by incorporating best management practices (BMPs) during project construction. BMPs, such as inspection and cleaning of construction equipment, will be implemented to prevent the spread of invasive species to other areas.

## **2.7 Air Quality**

Construction pollution abatement measures will be included in the final plans and specifications of the project in order to limit particulate matter emissions from the construction activities and/or normal use and operations associated with the project that are contained in the applicable implementation plan.

## **2.8 Emergency Services**

No long term impacts to emergency services are anticipated from the project, but temporary lane closures could occur from construction activities at both locations.

Impacts to emergency services during construction will be minimized by the implementation of a Transportation Management Plan (TMP). The TMP may include the following strategies:

- A public awareness campaign prior to and during construction.
- Motorist information strategies, including changeable message signs, and ground mounted signs.

- Incident Management elements including; Construction Zone Enhanced Enforcement Program (COZEEP) to provide police assistance and surveillance, and the Freeway Service Patrol and Traffic Management Team (TMT) to provide towing and assistance to motorists during breakdowns.

## **2.9 Hazardous Waste**

Potential hazardous wastes encountered during construction may include: lead in traffic stripe and pavement markings, and treated wood metal beam guardrail posts at the Z-Drain Bridge location. Encountering other hazardous waste issues/materials in bridge materials or excavated soil (aerially deposited lead, petroleum hydrocarbons, pesticides, metals, asbestos, etc.) is not anticipated.

The upgrading of the bridge approach rails at the Z-Drain Bridge location will require the removal of metal beam guardrail (MBGR) that contains wooden posts that have been treated with a chemical preservative (treated wood waste). This wood will be disposed of at a composite-lined solid waste landfill facility permitted to accept these wastes. The traffic stripe at the Z-Drain location does not contain levels of lead that are considered hazardous. A site specific Lead Compliance Plan will be prepared and implemented for the proposed construction activities which include measures that limit exposure of lead affected paint to persons working onsite, and the use of proper personal protective gear.

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## Chapter 3: Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation, the level of analysis required, and to identify potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including: project development team meetings, and interagency coordination meetings. This chapter summarizes the results of the Department's efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

Caltrans is in on-going coordination with the Imperial Irrigation District (IID). A meeting was held on March 5, 2011 at the IID headquarters in El Centro, CA to discuss the details of the planned work at the Z-Drain location. Caltrans will continue coordination with IID throughout the project as it applies to work within their jurisdiction.

### Draft Environmental Document Public Circulation

A Notice of Availability was published in the Imperial Valley Press on January 13, 2001. The draft document went through the public review process from January 13, 2011 to February 12, 2011. Caltrans prepared a list of interested agencies and parties and distributed the draft environmental document to them for review. During the public review period two letters were received, one letter from the Department of Fish and Game and another from the Imperial Irrigation District. The letters and public circulation comments are included in this section along with Caltrans responses to the comments. A letter acknowledging that Caltrans has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act was received on February 14, 2011 and is included in this section.

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## Comment Letter: 1



IMPERIAL IRRIGATION DISTRICT

ENVIRONMENTAL, REGULATORY AND EMERGENCY PLANNING • P.O. BOX 937 • IMPERIAL, CA 92251  
TELEPHONE (760) 482-3600 • FAX (760) 482-3603

GS-EREP February 9, 2011

Mr. Dave Nagy  
Senior Environmental Planner  
Caltrans District 11  
4050 Taylor Street, MS 242  
San Diego, CA 92110

SUBJECT: Caltrans Draft IS w/Proposed MND for Scour mitigation Tesla Wash Bridge on SR 86 & Z-drain on SR-111

Dear Mr. Nagy:

The California Department of Transportation (Caltrans) has prepared a Draft Initial Study (IS) with a Proposed Mitigated Negative Declaration (MND) for the Tesla Wash Bridge, State Route 86 (SR-86) and Z-drain, State Route 111 (SR-111) bridge scour mitigation project. The project would repair the areas around the bridge footings and abutments where scour has taken place. Depending on the location, repair would include lining the waterways with concrete to protect footings and abutments or check dam installation to replace sediment that has washed away.

Pursuant to the above, the Imperial Irrigation District (IID) has reviewed the above mentioned documents and submits the following comments on the project:

1. The Z Drain Bridge, located on SR 111, crosses the Z Spill. The proposed scour mitigation project for the Z Drain Bridge impacts several IID water facilities. IID water facilities impacted include: 1) Z Spill, 2) Y Drain merging into Z Spill upstream of the bridge, and 3) Z Spill Deliveries 8 and 9 located downstream from the bridge.
2. The proponent plans, may also be impacted by construction water-diversions of the Z Spill. Figure 4: Z Drain (SR111) Proposed Work, shows a proposed installation of a "Permanent Check Dam" on the Z Spill, located downstream of the Z Drain Bridge. IID Water Engineering Services would like to receive a copy of the drainage and hydraulic studies as well as the layout of the proposed permanent check dam by Caltrans. An encroachment permit will be required for the Z Spill due to impacts from the proposed scour mitigation for the Z Drain Bridge.
3. The Tesla Wash Bridge on SR 86 is located outside IID's water supply area and does not appear to impact IID water facilities.
4. Any construction or operation on IID property or within its existing and proposed right of way or easements will require an encroachment permit; a

1: At the meeting held between Caltrans and IID on March 3, 2011, it was explained that the IID's response is based on the information provided in the DED. After reviewing the Z-Drain layout at the meeting and discussing the results of the Final Hydraulics Report, it was confirmed that the project will not impact the Y-drain upstream and the downstream Z-spill deliveries 8 and 9.

Impacts to Z-spill are being minimized with the proposed scour mitigation work:

- a. Designed to meet an IID requirement of maintaining a 6 ft minimum freeboard from water surface elevation to natural elevation.
- b. Scheduled for construction during the Z spill's low flow season of December to mid February, and coordinating with the IID to possibly starting in November, if feasible. This will also minimize environmental impacts by having the construction work window outside the breeding season of the pup fish downstream, and the birds in the area.
- c. Constructed using water diversion to maintain a constant flow rate, determined by the IID, to minimize upstream and downstream impacts. Water Diversion bypass to consist of pipes and pumps is the preferred method by IID. The contractor will need to include sedimentation control in the water diversion plan to be submitted to the RE for review and compliance with IID encroachment permit.
- d. River gravel is proposed, per IID request, for backfill taper and around the bents.

2: An electronic copy of the Final Hydraulic Study of the Z-Drain Bridge (Z spill) was sent to Ismail Gomez on February 28, 2011.

A copy of the latest Z-Drain layout plan from the December 2010 Advanced Planning Study memo for the check dam was distributed at the March 3<sup>rd</sup> meeting between Caltrans and the Imperial Irrigation District. An encroachment permit will be submitted at the appropriate time.

3: Comment noted that the Tesla Wash Bridge on SR-86 is located outside IID's jurisdiction.

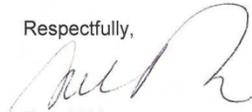
4: An encroachment permit is proposed to be submitted with questions directed to the IID Real Estate Section as needed. The IID's Developer Project Guide has been downloaded for reference in the project process.

copy of the encroachment permit application is included in the IID's *Developer Project Guide*. The guide can be found at the following website: <http://www.iid.com/Modules/ShowDocument.aspx?documentid=2328>. Contact the IID Real Estate Section at (760) 339-9239 for additional information regarding encroachment permits.

5. When modifications are made to IID's canal and drainage systems, policy requires that IID either install or contract for installation, the facility modifications.
6. Any new, relocated, upgraded or reconstructed IID facilities required for and by the project (which can include but is not limited to electrical utility substations, electrical transmission and distribution lines, etc.) need to be included as part of the project's CEQA and/or NEPA documentation, environmental impact analysis and mitigation. Failure to do so will result in postponement of any construction and/or upgrade of IID facilities until such time as the environmental documentation is amended and environmental impacts are fully mitigated. **Any and all mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent.**

Should you have any questions, please do not hesitate to contact me by phone at 760-482-3609 or by e-mail at [dvargas@iid.com](mailto:dvargas@iid.com). Thank you for the opportunity to comment on this matter.

Respectfully,



Donald Vargas  
Environmental Specialist

cc: Mario Escalera – Manager, Energy Dept. Operations & Infrastructure  
James Ross – Executive Program Manager, Water Dept.  
Mike L. King – Manager, Water Dept.  
Jeff M. Garber – General Counsel  
Juan Carlos Sandoval – Asst. Mgr. Energy Dept. Transmission Planning, Engineering & Telecomm  
Carlton L. King – Asst. Mgr., Energy Dept. Customer Service Operations  
Richard R. White – Asst. Mgr., Energy Dept. Construction & Maintenance Operations  
Tina Shields – Asst. Mgr., Water Dept. Resources Planning & Management  
David L. Barajas – General Supt., Energy Dept. System Planning & Engineering  
Michael S. Trump – General Supt., Energy Dept. Customer Operations & Planning  
Ismael Gomez – Chief Engineer, Water Dept. Engineering Services  
Bruce Wilcox – Environ. Proj. Mgr., Water Dept. QSA Water Transfer  
James P. Kelley – Supervisor, Real Estate & Right-of-Way  
Vikki Dee Bradshaw – Asst. Supv., Environmental Management

5: Caltrans proposes to coordinate with the IID with regards to the Design, Construction and Maintenance of the Z-Drain Bridge scour mitigation measures. The IID and Caltrans will be checking into the feasibility of either IID or Caltrans constructing and maintaining the Z-Drain Bridge scour mitigation measures.

6: Caltrans has followed all state and federal environmental laws when preparing the environmental document.

## Comment Letter: 1



California Natural Resources Agency  
DEPARTMENT OF FISH AND GAME  
Inland Deserts Region  
78078 Country Club Dr., Ste. 109  
Bermuda Dunes, CA 92203  
(760) 200-9419  
[www.dfg.ca.gov](http://www.dfg.ca.gov)

JERRY BROWN, Governor  
JOHN McCAMMAN, Director



February 3, 2011

Dave Nagy  
California Department of Transportation, District 11  
4050 Taylor Street MS:242  
San Diego CA 92110

Re: **Scour Mitigation for the Tesla Wash Bridge State Route 86 & Z drain Bridge on SR 111**  
County of Imperial -- SCH # 2011011032

Dear Mr. Nagy:

The Department of Fish and Game (Department) appreciates this opportunity to comment on the Mitigated Negative Declaration (MND) for the **Scour Mitigation for the Tesla Wash Bridge State Route 86 & Z drain Bridge on SR 111** project (SCH# 2011011032). The Department is responding as a Trustee Agency for fish and wildlife resources (Fish and Game Code sections 711.7 and 1802 and the California Environmental Quality Act Guidelines (CEQA) section 15388) and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines section 15381), such as a Lake and Streambed Alteration Agreement (Section 1600 *et seq.*) or a California Endangered Species Incidental Take Permit (Fish and Game Code Sections 2080 and 2080.1).

For this project the Department will be acting as a Trustee and Responsible Agency. As per Section 15096 of the California Environmental Quality Act statute, as a Responsible Agency the Department is obligated to focus its comments on any shortcomings in the CEQA document, the appropriateness of the CEQA document utilized, and additional alternatives or mitigation measures which the CEQA document should include.

The project proposes to repair the areas around the bridge footings and abutments where scour is taking place. The proposed project is located on SR-86 at the Tesla Wash Bridge and SR-111 at the Z-drain Bridge in Imperial County. Repairs would include lining the waterways with concrete to protect footings and abutment or check dam installation to replace sediment that has washed away.

1 The Department believes that this project is of statewide, regional or area-wide significance (CEQA Section 15206 (b)(5)) because it is a project which would substantially affect sensitive wildlife habitats as defined by CEQA Section 15380, including but not limited to habitat for the Federally Endangered desert pupfish (*Cyprinodon macularius*).

#### Recommendations

2 Per section 15096 of the CEQA statute, as a Responsible Agency the Department is obligated to focus its comments on any inadequacies of the CEQA document and additional alternatives or mitigation measures which should be included in the CEQA document. As a Responsible Agency the Department will be obligated to consult the final CEQA document to prepare a Lake and Streambed Alteration

*Conserving California's Wildlife Since 1870*

1: A CDFG Biologist and a Caltrans Biologist conducted a protocol survey of desert pupfish at the Z-Drain Bridge (SR-111) on April 28, 2008. Desert pupfish were not observed during the survey and it is believed that Davis Road, located downstream, likely acts as a barrier to upstream movement of desert pupfish into the SR-111 project area. Tesla Wash (SR-86) is dry throughout most of the year so it is not likely that desert pupfish will be found in the SR-86 project area. Work at SR-111 includes working outside of the desert pupfish breeding season and implementing sediment controls downstream of the project area to prevent indirect impacts to desert pupfish. Habitat in both project areas is highly disturbed and other listed species with the potential to occur in the area were not identified during biological surveys.

2: Caltrans anticipates sending a lake and streambed alteration permit application to CDFG by June 2011. Included in the application will be the "Natural Environmental Study for the Imperial Bridge Scour Mitigation Project", which will address project impacts and mitigation measures. Caltrans is not submitting a California Endangered Species Incidental Take Permit because impacts to state listed species are not anticipated for this project.

Agreement or a California Encangered Species Incidental Take Permit. If the final CEQA document fails to identify and adequately mitigate all of the impacts of the proposed project and any alternatives, the project proponents will be required to reinstate the CEQA process at their expense, or fund another CEQA process under the direction of the Department to identify and adequately mitigate all impacts associated with any Department discretionary actions.

Streambed Alteration Agreement

3 The Department opposes the elimination of drainages, lakes and their associated habitats. The Department recommends avoiding the stream and riparian habitat to the greatest extent possible. Any unavoidable impacts need to be compensated with the creation and/or restoration of in-kind habitat either on-site or off-site at a minimum 3:1 replacement-to-impact ratio, depending on the impacts and proposed mitigation. Additional mitigation requirements through the Department's Streambed Alteration Agreement process may be required depending on the quality of habitat impacted, proposed mitigation, project design, and other factors.

4 We recommend submitting a notification early on, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Streambed Alteration Agreement notification package, please call (562) 430-7924.

5 The following information will be required for the processing of a Streambed Alteration Agreement and the Department recommends incorporating this information to avoid subsequent CEQA documentation and project delays:

- 1) Delineation of lakes, streams, and associated habitat that will be temporarily and/or permanently impacted by the proposed project (include an estimate of impact to each habitat type);
- 2) Discussion of avoidance measures to reduce project impacts; and,
- 3) Discussion of potential mitigation measures required to reduce the project impacts to a level of insignificance.

6 Section 15370 of the CEQA guidelines includes a definition of mitigation. It states that mitigation includes:

- 1) Avoiding the impact altogether by not taking a certain action or parts of an action.
- 2) Minimizing impacts by limiting the degree or magnitude of the action and its implementation,
- 3) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment,
- 4) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action,
- 5) Compensating for the impact by replacing or providing substitute resources or environments.

7 In the absence of specific mitigation measures in the CEQA documents, the Department believes that it cannot fulfill its obligations as a Trustee and Responsible Agency for fish and wildlife resources. Permit negotiations conducted after and outside of

3: Permanent wetland impacts for this project are minor and are the result of installing 0.13 acre of grouted rock lining in an unvegetated desert wash at Tesla Wash (SR-86) and 0.06 acre of check dam with rip-rap in an irrigation drainage maintained by the Imperial Irrigation District (SR-111). The grouted rock lining at Tesla Wash will be installed 3 feet below the existing ground elevation to maintain the current channel bed elevation that is used by the Federal Emergency Management Agency in floodplain mapping and it is anticipated that upstream sediment will fill in the area over the grouted rock lining over time. As a result, the installation of grouted rock lining at Tesla Wash will not change the functions or values of the desert wash nor will it impede water flow. Any vegetation removal of (*Phragmites australis*) and athel tamarisk (*Tamarix aphylla*) in the Z-Drain channel (SR-111) is expected to grow back from the surrounding vegetation adjacent to the project area reseeding the area over time. The installation of the check dam and rock slope protection at Z-Drain should not change the functions or values of the irrigation drain. Any temporary impacts at both project areas will be compensated by restoring the area to pre-construction conditions.

4: As mentioned above, the LSAA permit application will be submitted to CDFG by May 2011. This timeline will allow approximately six months before the LSAA permit is needed by Caltrans as part of the project package for listing. The LSAA permit application will include a delineation of CDFG jurisdictional areas that will be temporarily and permanently impacted by the proposed project, a discussion of avoidance measures to reduce project impacts, and discussion of potential mitigation measures required to reduce project impacts including avoidance, minimization, restoration, and/or compensation.

5: Please see response to comment 4

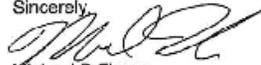
6: Please see response to comment 3, the environmental document lists all mitigation measures that are a part of this project.

7: Please see response to comment 3, the environmental document lists all mitigation measures that are a part of this project.

the CEQA process deprive the public of its rights to know what project impacts are and how they are being mitigated in violation of CEQA Section 15002. Also, because mitigation to offset the impacts was not identified in the CEQA document, the Department does not believe that the Lead Agency can make the determination that impacts to jurisdictional drainages and/or riparian habitat are "less than significant" without knowing what the specific impacts and mitigation measures are that will reduce those impacts.

Thank you for the opportunity to comment on this document. If you have any questions please contact Mr. Jim Sheridan, Environmental Scientist, at the above phone number.

Sincerely,



Michael D Flores  
Senior Environmental Scientist  
Inland Deserts Region

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JERRY BROWN  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



February 14, 2011

Dave Nagy  
California Department of Transportation, District 11  
4050 Taylor Street MS:242  
San Diego, CA 92110

Subject: Provide Scour Mitigation for Tesla Wash Bridge SR-86 & Z-drain Bridge on SR-111  
SCH#: 2011011032

Dear Dave Nagy:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on February 11, 2011, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044  
(916) 445-0613 FAX (916) 323-3018 [www.opr.ca.gov](http://www.opr.ca.gov)

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## Chapter 4: List of Preparers

Barnes, Henry - Landscape Architect- BLA from Cal Poly San Luis Obispo, 4 years Caltrans experience.

Barron, Claudia - Graphic Designer III, B.F.A. Illustration from Syracuse University, 21 years Caltrans experience.

Basinski, Katie – Associate Environmental Planner, B.A. Geography from San Francisco State University, 3.5 years Caltrans experience.

Galloway, Michael - Associate Biologist, M.A. Marine Biology from San Francisco State University, 10 years Caltrans experience

Johansson, Kenneth H, P.E. (70391) - Air Quality Specialist, Bachelor of Science in Civil Engineering, San Diego State University, Master of Science in Transportation Management, San Jose State University / Mineta Transportation Institute, 7 years of Highway Design experience

Kloth, Joel - Engineering Geologist, Range D, B.S. Geology from California Lutheran University, 10 Years Caltrans experience

Lamphere, Pauline - Environmental Planner, Bachelor of Business Administration, Associate of Science, Bachelor of Science (Biology), Masters of Water Resources, Permit Specialist (5 yrs of experience [ 3 years at Caltrans & 2 years at the Regional Water Quality Control Board])

Nagy, Dave – Environmental Branch B Chief, B.S. Forestry and Natural Resource Management from California Polytechnic State University, San Luis Obispo, 12 years Caltrans experience

Trudell, Michelle - Associate Environmental Planner, M.A. City Planning from San Diego State University, B.A. Environmental Studies from University of California Santa Barbara, 11 years Caltrans experience.

Tsunoda, Koji - Environmental Planner (Archaeology), M.A. from San Diego State University, 2 years of Caltrans experience.

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## Chapter 5: Distribution List

Imperial Valley Associations of Governments 940 West Mani Street, Ste 208 El Centro, CA, 92243	Imperial County Board of Supervisors 940 W. Main Street, Ste 212 El Centro, CA, 92243	CHP-El Centro (625) 2331 Hwy. 86 Imperial, CA, 92251
Regional Water Quality Control Board Colorado River Basin 73-720 Fred Waring Drive Ste 100 Palm Desert, CA 92260	Imperial County Clerk County Administration Center 940 Main Street Suite 202 El Centro CA 92243	State Clearing House Office of Planning & Research 1400 Tenth Street Sacramento, CA 95814
Salton Community Services District P.O. Box 5268, Salton City CA 92275	The Honorable Juan Vargas 40 <sup>th</sup> Senate District 1224 State St., Suite D El Centro, CA 92243	The Honorable Manuel Perez Assemblyman, District 80 1625 West Main St, Ste 220 El Centro, CA, 92243
James Sheridan California Department of Fish and Game, Regional Office 3602 Inland Empire Boulevard Suite C-220 Ontario, CA 91764	Southern California Association of Governments Imperial County Regional Office 1224 W. State Street, Suite B El Centro, CA 92243	Claudia Beltran Imperial Irrigation District Water Department/Engineering Services 333 East Barioni Blvd Imperial, CA 92251
The Honorable Barbara Boxer U.S. Senator 3403 10th Street, Suite 704 Riverside, CA 92501	The Honorable Dianne Feinstein U.S. Senator 750 B Street, Suite 1030 San Diego, CA 92101	The Honorable Bob Filner U.S. Representative 1101 Airport Road, Ste D Imperial, CA 92251

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## **Appendix A: California Natural Diversity Database**

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## California Natural Diversity Database Species List:

### CNDDDB Element Query Results: State Route 86-Tesla Wash Bridge, Seventeen Palms and Truckhaven USGS Quads, October 6, 2010

Scientific Name	Common Name	Element Code	OccCount	Federal Listing	State Listing	Global Rank	State Rank	CNPS List	Other Status	Habitat
<i>Chaenactis carphoclinia</i> var. <i>peirsonii</i>	Peirson's pincushion	PDAST20042	7	None	None	G5T1	S1.3	1B.3		SONORAN DESERT SCRUB / OPEN ROCKY OR SANDY SITES (3-80 meters)
<i>Falco mexicanus</i>	Prairie falcon	ABNKD06090	1	None	None	G5	S3			DRY, OPEN TERRAIN, EITHER LEVEL OR HILLY / BREEDING SITES LOCATED ON CLIFFS / FORAGES FAR AFIELD, EVEN TO MARSHLANDS AND OCEAN SHORES
<i>Phrynosoma mcallii</i>	Flat-tailed horned lizard	ARACF12040	5	Proposed Threatened	None	G3	S2		BLM Sensitive	RESTRICTED TO DESERT WASHES AND DESERT FLATS IN IMPERIAL COUNTY / CRITICAL HABITAT ELEMENT IS FINE SAND, INTO WHICH LIZARDS BURROW TO AVOID TEMPERATURE EXTREMES / REQUIRES VEGETATIVE COVER
<i>Toxostoma lecontei</i>	Le Conte's thrasher	ABPBK06100	1	None	None	G3	S3			DESERT RESIDENT; PRIMARILY OF OPEN DESERT WASH, DESERT SCRUB, ALKALI DESERT SCRUB, AND DESERT SUCCULENT SCRUB HABITATS / COMMONLY NESTS IN A DENSE, SPINY SHRUB OR DENSELY BRANCHED CACTUS IN DESERT WASH HABITAT, USUALLY 2-8 FEET ABOVE GROUND
<i>Xantusia gracilis</i>	Sandstone night lizard	ARACK01040	1	None	None	G1	S1			KNOWN ONLY FROM THE TRUCKHAVEN ROCKS IN THE EASTERN PART OF ANZA-BORREGO STATE PARK / FOUND IN FISSURES OR UNDER SLABS OF EXFOLIATING SANDSTONE AND RODENT BURROWS IN COMPACTED SANDSTONE AND MUDSTONE
<i>Xylorhiza orcuttii</i>	Orcutt's woody-aster	PDASTA1040	23	None	None	G2G3	S2	1B.2		SONORAN DESERT SCRUB / ARID CANYONS; OFTEN IN WASHES (265-365 meters)
	Desert palm oasis woodland	CTT62300CA	2	None	None	G3	S3.2			PALM WOODLAND

### CNDDDB Element Query Results: State Route 111-Z-Drain Bridge, Wister USGS Quad, October 6, 2010

Scientific Name	Common Name	Element Code	OccCount	Federal Listing	State Listing	Global Rank	State Rank	CNPS List	Other Status	Habitat
<i>Astragalus insularis</i> var. <i>harwoodii</i>	Harwood's milk-vetch	PDFAB0F491	1	None	None	G5T3	S2.2	2.2		DESERT DUNES / OPEN SANDY FLATS AND SANDY OR STONY DESERT WASHES; MOSTLY IN CREOSOTE BUSH SCRUB (-50-500 meters)
<i>Athene cucularia</i>	Burrowing owl	ABNSB10010	5	None	None	G4	S2			OPEN, DRY ANNUAL OR PERENIAL GRASSLANDS, DESERTS & SCRUBLANDS CHARACTERIZED BY LOW-GROWING VEGETATION / SUBTERRANEAN NESTER, DEPENDENT UPON BURROWING MAMMALS, MOST NOTABLY, THE CALIFORNIA GROUND SQUIRREL
<i>Chamaesyce abramsiana</i>	Abrams' spurge	PDEUP0D010	1	None	None	G4	S1.2			MOJAVEAN DESERT SCRUB, SONORAN DESERT SCRUB / SANDY SITES (-5-915 meters)
<i>Cyprinodon macularius</i>	Desert pupfish	AFCNB02060	7	Endangered	Endangered	G1	S1			DESERT PONDS, SPRINGS, MARSHES AND STREAMS IN SOUTHERN CALIFORNIA / CAN LIVE IN SALINITIES FROM FRESH WATER TO 68 PPT, CAN WITHSTAND TEMPS FROM 9 - 45 C & DISSOLVED OXYGEN LEVELS DOWN TO 0
<i>Dendroica petechia brewsteri</i>	Yellow warbler	ABPBX03018	1	None	None	G5T3	S2			RIPARIAN PLANT ASSOCIATIONS / PREFERS WILLOWS, COTTONWOODS, ASPENS, SYCAMORES, & ALDERS FOR NESTING & FORAGING / ALSO NESTS IN MONTANE SHRUBBERY IN OPEN CONIFER FORESTS
<i>Falco columbarius</i>	Merlin	ABNKD06030	2	None	None	G5	S3			SEACOAST, TIDAL ESTUARIES, OPEN WOODLANDS, SAVANNAHS, EDGES OF GRASSLANDS AND DESERTS, FARMS AND RANCHES / CLUMPS OF TREES OR WINDBREAKS ARE REQUIRED FOR ROOSTING IN OPEN COUNTRY
<i>Icteria virens</i>	Yellow-breasted chat	ABPBX24010	1	None	None	G5	S3			SUMMER RESIDENT; INHABITS RIPARIAN THICKETS OF WILLOW & OTHER BRUSHY TANGLES NEAR WATERCOURSES / NESTS IN LOW, DENSE RIPARIAN, CONSISTING OF WILLOW, BLACKBERRY, WILD GRAPE / FORAGES AND NESTS WITHIN 10 FT OF GROUND
<i>Incilius alvarius</i>	Sonoran desert toad	AAABB01010	1	None	None	G5	SH			BREEDS IN TEMPORARY POOLS & IRRIGATION DITCHES ALONG THE COLORADO RIVER AND SOUTHERN IMPERIAL VALLEY
<i>Lithobates yavapaiensis</i>	Lowland leopard frog	AAABH01250	1	None	None	G4	SX			WERE FOUND ALONG THE COLORADO RIVER AND IN STREAMS NEAR THE SALTON SEA
<i>Rallus longirostris yumanensis</i>	Yuma clapper rail	ABNME0501A	2	Endangered	Threatened	G5T3	S1			NESTS IN FRESH-WATER MARSHES ALONG THE COLORADO RIVER AND ALONG THE SOUTH AND EAST ENDS OF THE SALTON SEA / PREFERS STANDS OF CATTAILS AND TULE DISSECTED BY NARROW CHANNELS OF FLOWING WATER; PRINCIPLE FOOD IS CRAYFISH
<i>Scaphiopus couchii</i>	Couch's spadefoot	AAABF01020	1	None	None	G5	S2.3			TEMPORARY DESERT RAINPOOLS THAT LAST A LEAST 7 DAYS, WITH WATER TEMPS > 15 C & WITH SUBTERRANEAN REFUGE SITES CLOSE BY / AN INSECT FOOD BASE ESPECIALLY TERMITES MUST BE AVAILABLE
<i>Xyrauchen texanus</i>	Razorback sucker	AFCJC11010	1	Endangered	Endangered	G1	S1			FOUND IN THE COLORADO RIVER BORDERING CALIFORNIA / ADAPTED FOR SWIMMING IN SWIFT CURRENTS BUT ALSO NEED QUIET WATERS. SPAWN IN AREAS OF SAND/GRAVEL/ROCKS IN SHALLOW WATER

#### Global Rank:

G1= < 6 viable element occurrences (EOs) OR < 1,000 individuals OR < 2,000 acres  
 G2= 6-20 EOs OR 1,000-3,000 individuals Or 2,000-10,000 acres  
 G3= 21-80 EOs OR 3,000-10,000 individuals Or 10,000-50,000 acres  
 G4= Apparently secure globally, but factors exist to casue some concern  
 G5= Population or stand secure to ineradicable globally due to being commonly found  
 T= Global rank of the subspecies

#### State Rank:

S1= < 6 viable element occurrences (EOs) OR < 1,000 individuals OR < 2,000 acres  
 S2= 6-20 EOs OR 1,000-3,000 individuals Or 2,000-10,000 acres  
 S3= 21-80 EOs OR 3,000-10,000 individuals Or 10,000-50,000 acres  
 S4= Apparently secure in California, but factors exist to casue some concern  
 S5= Population or stand secure to ineradicable in California due to being commonly found  
 0.1= very threatened, 0.2= threatened, 0.3= no current threats known

#### California Native Plant Society (CNPS) List:

List 1A: Plants presumed extinct in California  
 List 1B: Plants rare, threatened, or endangered in California and elsewhere  
 List 2: Plants rare, threatened, or endangered in California, but more common elsewhere  
 List 3: Plants in which more information is required  
 List 4: Plants of limited distribution  
 0.1= seriously threatened in CA, 0.2= fairly threatened in CA, 0.3= not very threatened in CA

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## **Appendix B: CEQA Checklist**

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## PROJECT DESCRIPTION AND BACKGROUND

Project Title:	Tesla Wash / Z-drain
Lead agency name and address:	Caltrans District 11 4050 Taylor Street San Diego, CA, 92110
Contact person and phone number:	Dave Nagy 619-688-0224
Project Location:	Imperial County, Sr-111 PM: 44.7 and SR-86 PM: 60.5
Project sponsor's name and address:	Caltrans District 11 4050 Taylor Street San Diego, CA, 92110
General plan description:	Imperial County General Plan
Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)	Mitigate bridge scour at the Tesla Wash Bridge on SR-86 and the Z-drain Bridge on SR-111.
Surrounding land uses and setting; briefly describe the project's surroundings:	Agriculture, Recreation
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	California Department of Fish and Game, U.S. Army Corp of Engineers, Regional Water Quality Control Board

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 3 for additional information.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials	<input type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

**DETERMINATION:**

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required

Signature: <i>Katie Boerski</i>	Date: <i>1/1/2011</i>
Printed Name: <i>Katie Boerski</i>	For:

# CEQA Environmental Checklist

11-IMP-SR86/SR111

60.5/44.7

289600

Dist.-Co.-Rte.

P.M/P.M.

E.A.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS:</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**II. AGRICULTURE AND FOREST RESOURCES:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**III. AIR QUALITY:** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**IV. BIOLOGICAL RESOURCES:** Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**V. CULTURAL RESOURCES:** Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VI. GEOLOGY AND SOILS:** Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VII. GREENHOUSE GAS EMISSIONS:** Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VIII. HAZARDS AND HAZARDOUS MATERIALS:** Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**IX. HYDROLOGY AND WATER QUALITY:** Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**X. LAND USE AND PLANNING:** Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XI. MINERAL RESOURCES:** Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XII. NOISE:** Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIII. POPULATION AND HOUSING:** Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIV. PUBLIC SERVICES:**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**XV. RECREATION:**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**XVI. TRANSPORTATION/TRAFFIC:** Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

e) Result in inadequate emergency access?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**XVII. UTILITIES AND SERVICE SYSTEMS:** Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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## **Appendix C: Title VI Policy Statement**

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## **Appendix D: Environmental Commitments Record**

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## APPENDIX D ENVIRONMENTAL COMMITMENTS RECORD (ECR)

Task and Brief Description	Responsible Branch / Staff	Timing / Phase	NSSP	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initial	Date		Initial	Date
<b>DESIGN KICK-OFF</b>	Project Manager	Beginning of 1 Phase							
<b>PRE-LOG-IN REVIEW</b>	Design	90% Plans							
<b>ENVIRONMENTAL PS&amp;E REVIEW</b>	Environmental Coordinator	District PS&E Circulation							
<b>IN-HOUSE PRECONSTRUCTION MEETING</b>	Project Manager	Contract Award							
<b>TRANSFER RESIDENT ENGINEER BOOK</b>	Project Engineer (RE)	Preconst Meeting							
<b>PREJOB MEETING WITH CONTRACTOR</b>	Construction	Beginning of Construction							
<b>ENVIRONMENTAL COMPLIANCE REVIEW</b>	Construction	Safety Review							
<b>DESIGN FEATURES MEMORANDUM</b>	Construction / Design	Post Construction							
<b>Permits</b>									
Section 404 Permit for filling or dredging waters of the United States	Permits/RE/ Construction/Env B	Pre-Construction/ Construction							
Section 401 Water Quality Certification	Permits/RE/ Construction/Env B	Pre-Construction/ Construction							
1602 Agreement for Streambed Alteration	Permits/RE/ Construction/Env B	Pre-Construction/ Construction							
<b>Biology</b>									
At Z-Drain, sediment controls will be implemented to minimize indirect effects to the desert pupfish.	RE/ Construction/Env B	Pre-Construction/ Construction							
The check dam installation at Z-Drain will occur between November 1 and February 14, which is outside of the desert pupfish breeding season, and Bird Breeding Season	RE/ Construction/Env B	Pre-Construction/ Construction							
Desert wash and desert scrub habitat occurring outside Caltrans right-of-way will be avoided and will be designated as environmentally Sensitive Areas (ESA) on the project plans.	RE/ Construction/Env B	Pre-Construction/ Construction							
All riparian and wetland areas outside of the project limits shall be designated as ESAs on the project plans.	RE/ Construction/Env B	Pre-Construction/ Construction							
Caltrans biologists will monitor both locations within one week of project construction. If active burrows or other sensitive habitats are observed, they will be designated as an ESA and temporarily fenced, if practical.	RE/ Construction/Env B	Pre-Construction/ Construction							
No work shall occur within 100 feet of any active burrow.	RE/ Construction/Env B	Pre-Construction/ Construction							

## APPENDIX D ENVIRONMENTAL COMMITMENTS RECORD (ECR)

Task and Brief Description	Responsible Branch / Staff	Timing / Phase	NSSP	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initial	Date		Initial	Date
If birds are observed nesting or roosting, all trees providing potential nesting and roosting habitat will be designated as an ESA and temporarily fenced.	RE/ Construction/Env B	Pre-Construction/ Construction							
No work shall occur within 100 feet of any active nest until the young have fledged.	RE/ Construction/Env B	Pre-Construction/ Construction							
There is no tree removal as a result of the project.	RE/ Construction/Env B	Pre-Construction/ Construction							
Best Management Practices (BMPs) would be incorporated into the project to prevent the spread of invasive species.	RE/ Construction/Env B	Pre-Construction/ Construction							
<b>Cultural</b>									
If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted.	RE/ Construction/Env B	Construction							
Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact a District Cultural Resource Specialist so that they may work with the MLD on the respectful treatment and disposition of the remains.	RE/ Construction/Env B	Construction							
If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.	RE/ Construction/Env B	Construction							
<b>Visual</b>									
All rock slope protection and culverts improvements shall blend in with the natural desert environment. This may include the use of an environmentally safe staining treatment that simulates "desert varnish". All existing non-exotic desert vegetation shall be avoided and preserved when possible.	RE/ Construction/Env B	Pre-Construction/ Construction							

## APPENDIX D ENVIRONMENTAL COMMITMENTS RECORD (ECR)

Task and Brief Description	Responsible Branch / Staff	Timing / Phase	NSSP	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initial	Date		Initial	Date
Replacement planting, if required, will be coordinated with District Ecological Studies and Stewardship.	RE/ Construction/Env B	Pre-Construction/ Construction							
<b>Air Quality</b>									
Construction pollution abatement measures will be included in the final plans and specifications for the project for the purpose of limiting particulate matter emissions from the construction activities and/or normal use and operation associated with the project that are contained in the applicable implementation plan.	RE/ Construction/Env B	Pre-Construction/ Construction							
<b>Community</b>									
The construction schedule would be designed around any special events and/or seasonal crowds.	RE/ Construction/Env B	Pre-Construction/ Construction							
<b>Hazardous Waste</b>									
Prepare a lead compliance plan per (SSP) 15-301	RE/ Construction/Env B	Pre-Construction/ Construction							
For the removal of treated wood waste follow (SSP) 14-010	RE/ Construction/Env B	Construction							
<b>Water Quality</b>									
Construction should occur during the dry season	RE/ Construction/Env B	Pre-Construction/ Construction							
Implement usage of construction BMPs	RE/ Construction/Env B	Pre-Construction/ Construction							